

TOO GOOD FOR THE EARTH

A Ride Stealer Remunerates the Union Pacific After Eight Years.

TWO TACOMA SUICIDES

Sad Death of Little Sarah Jane Williams—Highway Ladies in Idaho—Sam Denough Well Known in Mullin.

Yesterday a well-dressed, respectable-looking man entered the ticket office of the Union Pacific and asked what was the cost of a ticket from Whitman to the Dalles. He was told \$6.50. He then said that amount on the counter and said that eight years ago he beat his way from Whitman to the Dalles in one of the company's box cars, and that this fact has been a burden on his conscience ever since, and he now wished to pay for his ride and ease his mind. The astonished clerk asked the man what his name was, but he refused to tell and declined a receipt for the money. It is a satisfaction to know that there is one man in the Northwest who has a conscience, even if it did take him eight years to develop it. As none of the clerks in the office had ever heard of such a case before they did not know what to do with the money. Corporations having no consciences of course have no account for a conscience fund, and as no one ever expects to hear of another case like this it was not thought worth while to open such an account. Passenger Agent Hurlbut was wild when he learned that the man had been allowed to get away. He said he would have given \$1,000 for a photograph of him to hang up in the office, and if he could get a suit of clothes belonging to the man he would have them stuffed and placed in a glass case and sent to the general office in Omaha. It is supposed that the stranger has been attending the B. F. Mills meetings, and has experienced a change of heart. If everybody in the Northwest who has beaten any one out of money should be taken this way there would be a great deal of money changing hands in this section.—Portland Oregonian.

Readers of the Spokane Review will remember that the pathetic little story connected with the life of the baby left on Mr. Kreibitz's door a few weeks ago. They will remember how two children were cried together over the helpless little waif which each one loved so much and feared to lose. How one was persuaded to waive her rights, and did so with the stipulation that she was to be allowed to take the first desirable available baby which needed a home. A most interesting sequel to the above story has just transpired. Day before yesterday a French girl of 18, speaking broken English, presented herself in my office, carrying a sweet, brown-haired girl baby of a few weeks old. Victor Hugo's "Les Misérables," the tragic story of Fantine and little Cosette came to my mind as she told me she wanted to give her child to some one who would be kind to her. It took but a short time to find the lady who so much desired the little one, and a strange part of this story is that it is almost a counterpart of the child she was so loth to part with—brown hair, blue eyes and all. You cannot imagine the joy of the foster mother, who clasped the baby to her breast and loved it as her own, while the real mother sat with bowed head, shedding many and bitter tears over the parting with her baby. She left the city last night, saying that she wanted to get away so that she could forget all about her baby.

For the past three years the roads leading over the mountains between Salmon City, Idaho, and the Montana line have been infested with a band of highwaymen who stopped stage after stage, and have not yet been caught by the officers or prevented from continuing their work. The band has worked a little differently from most of the western highwaymen and have always made such a show of numbers that resistance has been impossible. Never has a robbery been committed that there were not at least six people in it, and in several instances there have been eight. All efforts to find the headquarters of the band have proved unavailing. One peculiarity has been noticed, and that was that a shot had never been fired during any of the raids of these robbers. A stage on the road to Boise City was robbed about two weeks ago and one of the messengers declared that two of the robbers were women dressed as men. This may solve the whole problem, for it is possible that the deeds are done by women, and the sheriff has set to work on this clue. There is a ranch about half way between Salmon City and the state line where stages stop both ways to get dinner, and this ranch is run by a man named Harvey, who is assisted by his wife and six daughters. It is now the intention to set a close watch on this ranch.—Great Falls Industrial.

Little Sarah Jane Williams, known as "Daisy," after an illness of fourteen days, died of blood poisoning last Tuesday at the home of Mrs. Barnaby, and was buried from the Christian church Wednesday. Daisy was in her eighth year and with her younger brother had been with Mrs. Barnaby for nearly two years. The father and mother separated several years ago. The father's whereabouts have not been known for some time. The mother until recently has been in communication with the children and often visited them, but during the last illness and death Mr. Barnaby tried in vain to find her by telegraphing to the last point where she was heard from. If either of the parents look upon this they will know that their little Daisy is gone.—Bozeman New Issue.

A Spokane special to the Oregonian says: Henry Massey, a brother of the well-known Y. M. Massey, committed suicide at 10 o'clock this morning at the house of his parents in this city by swallowing an overdose of strychnine. His depression was caused by dyspepsia. He was 36 years of age and married. Jack Wolfe, a gambler, who had been speeding for the past week, took morphine with suicidal intent, in the Richelieu saloon today. He fell asleep in a chair, and when noticed was nearly dead. He was removed to his room and doctors summoned. At this writing his case is considered hopeless. He was a young man of 25.

The following from the Tekoa Globe shows the spirit of progress and enterprise that are found in the West: The state of Idaho, Washington's best beloved

next door neighbor, never had a horse car. The first street car line ever built in Idaho was an electric line.

Known in the Coeur d'Alenes.

MULLIN, Idaho, April 12.—Sam Denough, who shot his wife and then killed himself with the same revolver, at San Francisco on the 7th, was well known at Mullin and throughout the Coeur d'Alenes. Denough lived in Mullin for over four years and, ordinarily speaking, was a law-abiding citizen. He was a millwright and worked on several of the concentrators in the Coeur d'Alenes. His wife arrived here about a year ago, and there never appeared to be any trouble between her and her husband. They moved to Wardner and resided there until last fall, when they went to San Francisco. The people here do not believe that Mrs. Denough gave her husband any just cause to suspect her of wrong doing, and although they knew him to be a man who was insanely jealous of any woman he might have anything to do with (and he was not particularly choice about what kind of a woman he picked up still they had no idea that such jealousy would lead him to the terrible tragedy which he has committed. His wife preceded him to California last fall, and before he left Denough said that they had parted forever and that he would get a divorce. But it seems that he soon followed her, and the final ending of their domestic relations is his death by his own hand and the probably fatal wounding of his wife.

Cost of Steamship Working.

The cost of working steamships is in comparison with many industries, excessive. During last year six of the steamships of a large company earned a gross profit of \$350,000. Out of that sum there was first paid for the wages and provisions of the crew, \$29,000. Port charges came next in amount, and over \$55,000 was so paid, while the cost of insurance was \$45,000. The bunker coals cost \$25,000; the cost of loading and discharging was \$40,000, and the commissions paid to merchants and brokers, with dispatch money, aggregated \$20,000. When deck and engine stores, the cost of docking, painting, etc., and the cost of management is added, the total expenditure is brought to \$315,000; so that only about one-tenth of the original gross profit remains to be divided among the owners of the vessels. It is easy to say that the cost of working is excessive, but it would be much more difficult to point out how it can be reduced, for the efficient management of the ships, the efficient management of the owners, insurance and dock charges are two items that admit of a little modification. In the cost of coals there is always a fluctuation, as it varies not only with the actual price, but also, in some degree, with the nature of the trade in which the steamers are engaged and there is always a decrease in wages, because during recent years the employment of men has not increased concurrently with the increase in the size of the ships. Speaking generally, the cost of fuel is being decreased by more perfect machinery, and also by the increased development of coal mining. Still, when allowance has been made for all this, the cost of the working of steamships is very heavy, and should freight keep low, the attention of those interested will need to be given to the reduction of that cost.

Cooking by Electricity.

That scientific maid of all work, electricity, has at last been set to boiling kettles. Electric heaters in themselves are no novelty, for that heat could be generated by the electric current has long been known; the difficulty lay in applying this heat practically.

This initial difficulty seems now in a fair way to be overcome, and points to the substitution of electricity for fire as soon as the installation can be effected at a cost moderate enough to bring it within the reach of the general public. Naturally this new heat generator will require some modification of the utensils now in use, so as to allow of the heat generated by resistance being transferred to the surface to be heated. This is effected by coating the bottoms of kettles and pans with a special enamel in which is embedded a fine wire resistance, through which passes a current of electricity, heating the enamel and, in consequence, the substance contained in the kettle or pan. It is found that a stronger current, and, in consequence, greater heat, can be passed through the wire resistance than when the coated with enamel than if the wire resistance is left uncovered, the enamel at the same time protecting it.

Dead to the World.

The all-absorbing topic of discussion in the Anacostia circles of society just now is the sudden and totally unexpected withdrawal of a round dozen of its fairest and most prominent members into convalescence.

All sorts of more or less sensational stories are current as to the cause which have led these young ladies to abandon at so short a notice the world and its pleasures for the life-long seclusion of the cloister.

One of their number, Princess Marie Schwarzenberg, is an exquisitely beautiful girl who is noted not only for her magnificent horsemanship but also as being one of the most skillful pistol shots in the empire.

She is the young daughter of the chief of the ancient house of Schwarzenberg, which during the last five centuries has played so prominent a part in the history of Austria.

Among the others are the two Princesses of Loewenstein, who are related to the Prince of Isenburg, who is now in the county, the Countess, Salm, Countess Waldstein, Baroness von Hildbrandt, and Countess Auerberg.—New York Recorder.

In Boston.

Street car conductor—How old are you, my little girl?

Little girl—If the corporation doesn't object I'd prefer to pay full fare and keep my own statistics.—Puck.

Diseases of women treated by Dr. Norcross, new Owsley block.

A Lumberman's Rendevous.

This term might be applied to Stevens Point, located on the Wisconsin Central line, at the gateway to the vast forest region which extends north to Lake Superior, a distance of 200 miles without a break, on account of its vast lumber interests. The Wisconsin river, to which the lumbermen have given the familiar and somewhat affectionate title of "Old Wisconsin," not alone acts as a lumber feeder to the city by furnishing through its numerous tributaries an outlet for thousands of acres of pine in the upper country, but it furnishes a water power that is second to that only of Neenah and Menasha, which cities are also located on the "Central." Millions of feet of lumber are cut every year, giving employment to hundreds of men. In addition to the lumber trade, it has numerous other manufacturing industries; it is here where the large car shops of the Wisconsin Central line are located.

For tickets, maps, pamphlets and full information apply to G. F. McNeill, G. P. & T. A. Minneapolis, Minn., or to James C. Pond, G. P. & T. A. Chicago, Ill.

NORTHERN PACIFIC R.R.

THE GREAT TRANSCONTINENTAL ROUTE.

Passes through Wisconsin, Minnesota, North Dakota, Manitoba, Montana, Idaho, Oregon and Washington.

THE DINING CAR LINE.

Dining Cars are run between Chicago, St. Paul, Minneapolis, Winnipeg, Helena, Butte, Tacoma, Seattle and Portland.

Pullman Sleeping Car Route.

Pullman service daily between Chicago, St. Paul, Montana and the Pacific Northwest; and between St. Paul, Minneapolis and Minnesota, North Dakota and Manitoba points.

THE POPULAR LINE.

Daily Express Trains carry elegant Pullman Sleeping Cars, Dining Cars, Day Coaches, Pullman Tourist Sleepers, and Free Colonist Sleeping Cars.

YELLOWSTONE PARK ROUTE.

The Northern Pacific R.R. is the rail line to Yellowstone Park; the popular line to California and Alaska; and its trains pass through the grandest scenery of seven states.

THROUGH TICKETS

Are sold at all coupon offices of the Northern Pacific railroad to points North, East, South and West, in the United States and Canada.

—TIME SCHEDULE—

ARRIVE AT BUTTE.

No. 7, Bozeman Express, brings passengers from all eastern points, arrives at Northern Pacific depot, (daily) 2:35 p.m.
No. 2, Pacific Mail, through train from Chicago, arrives at Montana Union depot (daily) 2:29 a.m.
No. 102, Pony Express, Monday, Wednesday and Friday, Northern Pacific depot (daily) 7:45 p.m.
No. 4, Atlantic Mail, through train from Portland, arrives at Montana Union depot (daily) 12:00 noon.
Helena Express, arrives at Montana Union depot (daily) 12:25 p.m.

DEPART FROM BUTTE.

No. 1, Pacific Mail, for Spokane, Tacoma, Seattle, Portland and all California points, leaves from Montana Union depot (daily) 2:35 p.m.
No. 2, Pacific Mail, through train for all coast points, through sleepers, leaves from Montana Union depot, (daily) 2:30 a.m.
Helena and Montana Express, from Montana Union depot (daily) 7:50 a.m.
No. 4, Atlantic Mail, through train for St. Paul, Chicago and all eastern points, leaves from Montana Union depot (daily) 12:00 noon.
No. 8, Bozeman Express, from Northern Pacific depot, for St. Paul, Chicago and all eastern points (daily) 9:25 p.m.
No. 102, Pony Express, Monday, Wednesday and Friday, leaves from Northern Pacific depot 7:15 a.m.
No. 4 has through sleepers for St. Paul and Chicago.
No. 3 has through sleepers for Spokane, Tacoma, Seattle and Portland.
For Rates, Maps, Time Tables or Special Information apply to any agent, Northern Pacific railroad.

General Passenger and Ticket Agent.

WM. TUOHY, General Agent, 22 East Broadway, Butte, Mont.

TIME TABLE TO CHICAGO.

CHICAGO, ST. PAUL, MINNEAPOLIS & OMAHA RAILWAY.

"THE NORTHWESTERN LINE."

This is the only line making connection with GREAT NORTHERN RAILWAY at St. Paul every day in the year for Chicago and the East.

VIA GREAT NORTHERN.

Leave Butte 7:30 a.m. 7:30 a.m.
Leave Helena 11:10 a.m. 11:10 a.m.
Leave Great Falls 2:35 p.m. 2:35 p.m.
Arrive Minneapolis 10:50 a.m. 10:50 a.m.
Arrive St. Paul 6:55 a.m. 6:55 a.m.

VIA NORTHERN PACIFIC.

Leave Butte 12:25 p.m. 9:35 p.m.
Leave Helena 7:10 p.m. 10:35 p.m.
Leave Great Falls 9:10 p.m. 9:10 p.m.
Arrive St. Paul 12:15 p.m. 6:25 p.m.

VIA NORTHWESTERN LINE.

Leave St. Paul 7:55 a.m. 5:15 p.m. 8:05 p.m.
Leave Milwaukee 7:55 p.m. 1:25 a.m. 7:25 a.m.
Arrive Chicago 9:35 p.m. 8:00 a.m. 9:30 a.m.

The Northwest line is the shortest line in both distance and time to Chicago. Secure your tickets over this line. J. W. FLANDERS, General Passenger Agent, St. Paul.

Fast Running!

THE GREAT NORTHERN

Leaves Butte at 7:30 A. M.,

and makes quicker time than

any other line to St. Paul, Chi-

cago and all Eastern points.

It is also the only road run-

ning a solid train from Butte

to St. Paul making close con-

nection at St. Paul and Chi-

cago for all Eastern points.

J. E. DAWSON,

General Agent.

NOTICE OF FORFEITURE—Anacostia,

Deer Lodge county, Montana, Feb. 2, 1892.

To C. H. Costerman: You are hereby notified

that we the undersigned co-owners, have ex-

ceeded two hundred dollars in labor and im-

provements upon the New Anacostia mining

claim, as the same appears of record in the

office of the county recorder in and for the

county of Deer Lodge and state of Montana, on

page 420 in book 4 of Quartz Lode Records, in

order to hold the same for the years ending

Dec. 31, 1892, Dec. 31, 1893, and Dec. 31, 1894,

being the amount required to hold the same

for the years ending Dec. 31, 1892, and Dec. 31, 1893,

and if within ninety days from the date of

this notice by publication upon you, you fail or

refuse to contribute your proportion of such

expenditure as a co-owner, your interest in

said claim will become the property of the

undersigned, under and section 2221 of the

Revised Statutes of the United States.

First publication Feb. 6, 1892.

ANACOSTIA LIVERY STABLE.

D. G. BROWNELL, Proprietor.

Buggies, Saddles and Horses for Hire.

Also proprietor of Passenger, Baggage and Express Line Connection made with all trains.

Office and Stable, First Street, Anacostia.

Montana Lumber and Produce Co.,

BUTTE AND ANACOSTIA.

Manufacturers and Dealers

In all kinds of

Lath, Shingles, Mouldings, Doors and Windows,

PLANING MILL WORK.

Estimates made on Hard Wood and Eastern Pine Finish for buildings of any size.

A specialty of Cord Wood in Car Lots and Fir Mining Timbers.

HAY, GRAIN, FEED, FLOUR, CORN MEAL, ETC.,

COAL, Rock Springs Lump, Pennsylvania Anthracite and Cumberland Blacksmith COAL.

A FULL LINE OF BAIN WAGONS AND EXTRAS,

All grades of Buggies, Carriages, Road Carts,

Light and Heavy Harness, Saddles, Robes, Whips, etc.,

Complete stock of Oliver Chilled and Steel Plows,

—AND ALL KINDS OF—

Agricultural Implements and Extras.

State Agents for

B. F. & H. L. Sweet's 'Common Sense' Sleighs & Wagons

OFFICES: 20 East Granite Street, Butte, Front Street, Anacostia.

J. T. CARROLL, General Manager.

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Manufacturers

Mining,

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MACHINERY.

ANACOSTIA, BUTTE, MISSOULA.

WM. L. HOGG, President, MARCUS DALY, Vice President, W. M. THORNTON, Cashier.

First National Bank

OF ANACOSTIA, MONT.

Capital, ——— \$100,000.

Buy and sell Domestic and Foreign Exchange

and Transact General Bank Business.

Collects promptly attended to. Ex-

change drawn on London, Edinburgh,

Glasgow, Dublin, Belfast, Paris,

Amsterdam, Berlin and all the

Leading Cities of Europe.

CORRESPONDENTS

American Exchange National Bank, New York

Qualla Wells, Fargo & Co., San Francisco

Utah National Bank, Ogden

Rocky Mountain National Bank, Helena

Larabee Bros. & Co., Deer Lodge

NOTICE OF FORFEITURE—Anacostia,

Deer Lodge county, Mont., Jan. 18, 1892.

To Martin Friedrick and Joseph Wear: You

are hereby notified that we the

undersigned co-owners, have expended four

hundred dollars in labor and improvements upon

the Carbonate Hill mining district, in the county

of Deer Lodge, state of Montana, and filed for

record in the office of the county recorder of

said Deer Lodge county, in order to hold said

premises under the provisions of section 2221, Revised

Statutes of the United States, being the amount

required to hold the same for the years ending

Dec. 31, 1892, Dec. 31, 1893, and Dec. 31, 1894,

and if within ninety days from the date of

this notice by publication upon you, you fail or

refuse to contribute your proportion of such

expenditure as a co-owner, your interest in

said claim will become the property of the

undersigned, under and section 2221 of the

Revised Statutes of the United States.

First Publication Jan. 12, 1892.

NOTICE TO CO-OWNERS—To Joseph Wear,

Berger, William Miedelcke, Daniel Dougherty

and John McNeil, their heirs or assigns: You

are hereby notified that I have expended one

hundred dollars in labor and improvements upon

the Golden Eagle quartz lode mining claim

situated in the Carbonate Hill mining district, in the county

of Deer Lodge, state of Montana, and filed for

record in the office of the county recorder of

said Deer Lodge county, in order to hold said

premises under the provisions of section 2221, Revised

Statutes of the United States, being the amount

required to hold the same for the years ending

Dec. 31, 1892, Dec. 31, 1893, and Dec. 31, 1894,

and if within ninety days from the date of

this notice by publication upon you, you fail or

refuse to contribute your proportion of such

expenditure as a co-owner, your interest in

said claim will become the property of the

undersigned, under and section 2221 of the

Revised Statutes of the United States.

First Publication Feb. 1, 1892.]

ANACOSTIA, MONT., Jan. 30, 1892.

J. E. CLEARY, Proprietor.

CLEARY HOUSE,

GRANITE, MONT.

The only First Class Hotel in Granite.

Elegantly Furnished Rooms.

Our Tables are recognized as the Standard of

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Moderate Rates.

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Butte City Infirmary,

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Licentiate New York and Manhattan Eye and Ear Infirmary, Clinical Assistant Post

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Hospital and Bellevue Hospital, New York City.

Eye and Ear, Throat and Lungs, Bright's Disease, Diabetic, Haemorrhoids, (no

detention from business) Anemia, Blood Poisoning, Skin Diseases and all chronic

ailments.

Dipsomania (Whiskey Habit) cured in one week by the latest method as used

in Europe.

Full assortment French and German Artificial Eyes.

Glasses Scientifically adjusted and fitted.

Twenty years' experience in general and special practice. Ten years' success-

ful practice in Butte. References given.